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1. The chief of Wismut AG is an unidentified general in uniform who succeeded General Matisev in the summer of 1952. The new chief has two sedans at his disposal, a ZIM and a ZIS.
2. The Fourth Department of Wismut AG Headquarters is located in Chemnitz-30, Zwickerstrasse, opposite the railway station. The name of the chief of this department is unknown. The following sections are under the Fourth Department:
 - a) The Transport Section (Transportabteilung) (See below for more details.)
 - b) The Metals Section - headed by Kashin (fmu) since 1950. Kashin is a civilian, between 30 and 35 years old.
 - c) Electrical Section - headed by Ramzin (fmu), a civilian about 30 years old.
 - d) Construction Materials - section chief unknown.
 - e) Auxiliary Materials Section (Hilfsmaterialien) - Chief unknown. This section procures cloth, clothing, shoes, etc. for Wismut.
3. The Transport Section, under the Fourth Department, is located in Chemnitz-30, in the Jagschenkenstrasse, in the same building which houses the Wismut Object 37, on the same side of the street as the Central Garage. Chief of the Transport Section is Colonel Kozerov (fmu). Kozerov is about 50 years of age. He has been chief of this section since 1951. German personnel of the Transport Section include:
 - a) Kepfer (fmu), 32D.
 - b) Max Kaiser, an expeditor in the procurement of motor vehicle spare parts. Kaiser's left arm is missing as a result of military action during World War II. He speaks Russian.
 - c) Another unidentified expeditor who works with Kaiser.
 - d) Ala Sosmidz, employed in the personnel sub-section of the Transport Section, room 17 or 18. Formerly employed in the office of the Fourth Department. She is about 25 years old; 168 to 170 centimeters tall; has very light blond hair; is stoutish; speaks Russian; speaks German with a hard Eastern accent.

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- b) The Wismut Central Garage, subordinate to the Transport Section, is located in Chemnitz-39, Jädschenkeistrasse, in the building which formerly housed the Auto-Union factory. There is no sign on this building to indicate what installation is housed there. The building is guarded by German policemen. Chief of this garage was Davidov (fmu) until mid-March 1953, when he was succeeded by a Soviet Captain whose name is not known. Davidov had been in charge of this garage for about one year. He is about 40 years of age.

a) Personnel: About 200 German drivers are employed at the Central Garage. Chief of the Trade Union group (BGL) is Walter Heymann. GDR party secretary is Horst Falk.

b) Vehicles: The Central Garage consists of 250 passenger cars and 50 trucks. Twenty-five of the latter trucks are at present mounted on blocks, however. All these vehicles have license plates beginning

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personnel at Wismut Headquarters below the rank of Abteilungsleiter are driven by German drivers; above that rank, they are driven by Soviet drivers.

c) Function of the Central Garage: The Central Garage is literally a motor-pool. Vehicle repairs and overhauling are done in the adjacent Wismut installation known as Object 37. The trucks are used to pick up goods ordered by Wismut AG from the producing factories and to deliver them to the two central dumps maintained by Wismut. These dumps are located as follows:

- 1) Chemnitz-Hartau, in the Annabergerstrasse, on the premises of the former Hartauer Aktienspinnerei. A Soviet civilian is in charge of this dump, assisted by about 150 German workmen. Up to January 1953, the dump was headed by a Soviet Major.
- 2) Schwarzenberg/Erzgebirge, on the premises of the former Krauss bathtub and washing-machine factory. Chief of this dump is Nekoroyev (fmu), aged 40 to 45, assisted by about 110 German workmen. Until February 1953 the chief of this dump was Prokoyev (fmu), aged 35 to 40. Prokoyev served in this capacity for about two years.

d) The following were typical assignments for trucks of the Central Garage:

- 1) To Hettstedt, two to three times per month, to pick up brass, copper sheets, copper pipes, etc.
- 2) To the Krupp-Gruson firm in Magdeburg, almost daily, to pick up steel shafts, 30 to 40 centimeters in diameter, for the Wismut Object in Crossen/Nulde.
- 3) To Pulsnitz, near Dresden, to the Sail Cloth Factory, to pick up asbestos fireproof suits and cloth bags for holding Geiger counters (they are worn in a sort of pocket suspended from the neck).
- 4) To the DMZ in Plauen, to pick up filter cloth for delivery to ore-filtering installations of Wismut.
- 5) To Sachsenwerk-Niedersedlitz (for electric motors).

No Soviet personnel go along on these trips. The driver is provided with written authority to pick up the goods in question, signed by the Soviet chief of the pertinent section of the Fourth Department.

5. The Berlin branch office of Wismut. Trips were also regularly made by firms visited were the following:

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Transformer Works in Berlin-Oberschoeneweide
Kabelwerk Oberspree (for gas pressure valves)
Kabelwerk Koepenick (for copper wire and cable)
AEG Treptow (for switches and spare parts)
VVB Elektromotorenwerk Berlin-Baumschulenweg
(for batteries and battery-plates)
Technik (supply base) in Berlin-Lichtenberg, on
the railway yard at Bahnhof Lichtenberg (for
light bulbs and for new Soviet trucks - type Pobeda)

The procedure in picking up goods from factories in East Berlin was different in that a permit (Warenbefleitschein) had to be obtained to remove goods from the city limits into East Germany. In order to obtain these permits, all drivers reported, immediately after entering the city of Berlin, to an office in Berlin-Karlshorst, Stuehlingerstrasse 9. This office was run by an unidentified Lett of German extraction who was responsible to Utkin (fmu). Utkin did not physically occupy an office at this address, however, but in the SKC office in Weissensee (SKK-Stelle-Weissensee). At the Stuehlingerstrasse 9 office, the driver was informed of the names of the plants to which he was to proceed for loading. After loading, the driver returned to Stuehlingerstrasse 9, where he was issued the permit for moving the goods out of Berlin. This permit was always signed by Utkin, with the phrase, "Geprueft, Utkin, SKK-Stelle, Berlin-Weissensee". The driver then left Berlin, invariably via the check-point in Woltersdorf.

6. The house at Stuehlingerstrasse 9 was an ordinary dwelling house, with no sign on the door, and with no sentry. It was observed that the German-Lett in charge of this office occasionally had business in the house at Stuehlingerstrasse 11, but the nature of this business was unknown.

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